

approve policies for the next year's work. Other topics to be discussed include charter operations by scheduled airlines, standardization of airline practices, international conventions affecting air transport, insurance matters and the operation of the I.A.T.A. Clearing House in London.

SWEDISH FORECAST

A FORECAST based on traffic potential, population figures and living standards has been prepared by one of the Scandinavian Airline System's planning experts. These figures are said to offer a reliable estimate of future traffic under "normal conditions," and according to them A.B.A., the Swedish partner in S.A.S., which flew 62 million passenger miles in 1947, will cover 210 million passenger miles in 1955 and 615 million passenger miles in 1965. To fly these passenger miles, the company will need, in 1955, ten four-engined 50-seater aircraft and 20 twin-engined 25-seater aircraft, and in 1965 15 four-engined and 60 twin-engined aircraft of similar seating capacity. The Swedish Atlantic airport now under construction at Halmstön will have to handle about 500 passen-

gers per hour. It is interesting to note that the forecast emphasizes the importance of increased frequencies, rather than increased carrier capacity.

SECOND AMBASSADOR TRIALS

THE second Ambassador prototype flew for the first time on Thursday evening, August 26th, 1948, from Christchurch. This aircraft will be flying at the higher all-up weight of production aircraft, and may be regarded as representative of those which will be used by B.E.A. It is complete with pressurization and thermal de-icing equipment, but whereas the second prototype has Bristol Centaurus 630 series power plants, which were originally specified for the production aircraft, the latter will have the 660 series units with two-speed blowers and a higher take-off power. During static pressurization tests strain-gauge recordings were taken at various pressure differentials, and the leak rates checked while the aircraft was subjected to torsional stresses. Operational trials of the equipment will be started when normal flight tests have been completed.

BREVITIES

PAN AMERICAN AIRWAYS have introduced a daily reduced-fare tourist service between San Juan and New York City. Douglas DC-4 aircraft will accommodate 63 passengers instead of the usual 52. Fares on the tourist class will be 4.6 cents per mile.

The Guild of Air Pilots and Air Navigators is now responsible for awarding the Cumberbatch Trophy in addition to the Johnston Memorial Trophy announced in *Flight*, April 29th. The former is in respect of any act tending to increase reliability within British civil aviation and will probably be based upon the number of hours flying without accident of any kind.

B.O.A.C. have changed over to Lodge sparking plugs and Dunlop tyres for their six Constellations. It is estimated that the use of English designed and manufactured plugs will save \$18,500 a year and the dollar saving on tyres will be \$18,000 a year on the basis that the aircraft use about 8 tyres a month at a cost of \$185 each.

Efforts are being made to establish an air freight exchange at Antwerp. Since the port is one of the most important in Europe it should secure an important share of air freight business. The new exchange will co-operate very closely with the Baltic exchange of London.

Northern Rhodesia Aviation Services Limited, a subsidiary company of British Aviation Services Limited, has been authorized to operate maintenance facilities at Lusaka, N'dola, and at the airfield under construction at Livingstone. The company will provide maintenance, traffic and passenger services for scheduled carriers and casual visitors.

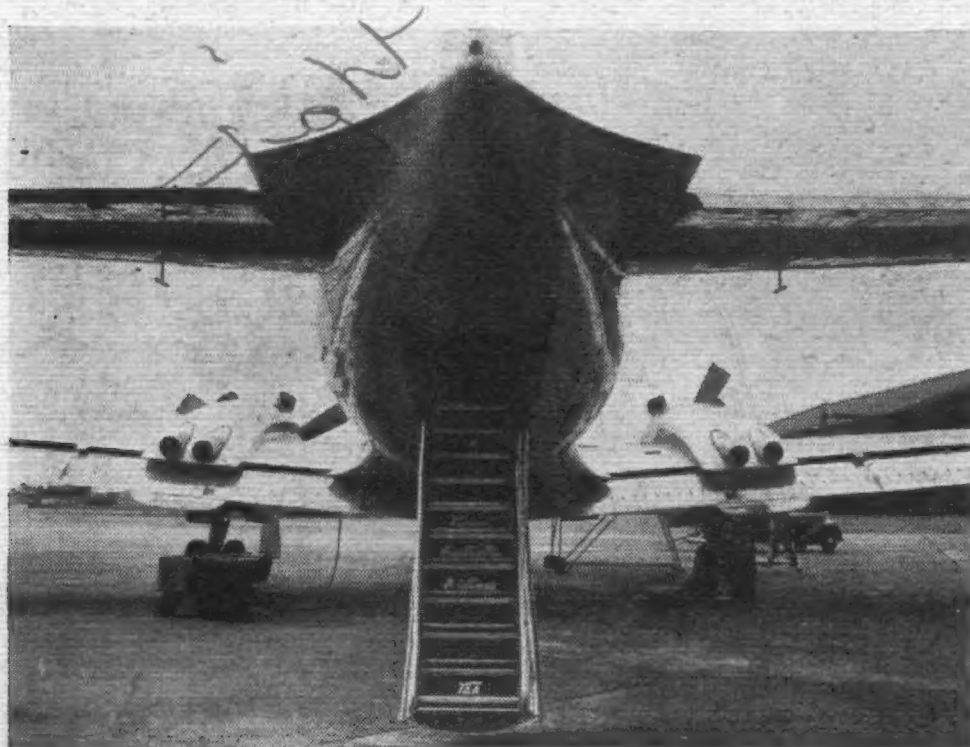
United Airlines plan to employ pilot-engineers as third crew members in Douglas DC-6 aircraft. The scheme is in accordance with a C.A.B. ruling which requires large aircraft to carry engineers, and in addition to pilot qualification a flight engineer's certificate and an aircraft radio operator's licence will be required.

A Tudor II belonging to Air Flight Limited, of which A. V-M. D. Bennett is managing director, has joined other charter companies on the Berlin air lift. After leaving this country with nearly 10 tons of dehydrated potatoes it was to join the shuttle service between Berlin and Wunsdorf. A.V-M Bennett's aircraft is the second prototype Tudor II with all recording equipment removed.

A telegram was sent on August 28th to Lord Pakenham by the Society of Licensed Aircraft Engineers deploring the announcement that B.O.A.C. were of the opinion that Constellation maintenance was at present impracticable in this country. The Society made the observation that the B.O.A.C. Croydon depot was in possession of the only Constellation electrical generator test rig outside the United States. It was stated that a British company of vast experience in overhaul and maintenance had offered to undertake the work, but the offer had been rejected on grounds of inadequate equipment and specialized skill.

Air France has increased services to Tunis to five flights a week. The Cairo service has also been modified to make one direct return service non-stop from Paris to Cairo in 9 hours 15 minutes and from Cairo to Paris in 7 hours 50 minutes, with one other return service a week stopping at Rome. The company's return service to Haifa will be flown twice a week.

Since the all-up weight of the Lockheed Constellation Model 749 has been increased to 105,000lb, the landing weight has been increased to 89,000lb. Other performance figures claimed for the aircraft are a cruising speed of 303 m.p.h. at 23,000ft with 67 per cent normal rated power at a gross weight of 105,000lb, maximum range of 5,210 miles at 10,000ft, and distance of 3,000ft to land and stop from a 50ft altitude at sea-level at maximum landing weight.



REAR ENTRY: The integral passenger steps of the Convair 240 give a sense of steadiness when being used not customary with the more usual transportable steps. The double exhaust thrust augmentor pipes on each engine can be seen to advantage in this photograph.